

HOT SPOTS

An "Airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

CITY/AIRPORT	HOT SPOT IDAHO	DESCRIPTION
BOISE		
BOISE AIR TERMINAL/GOWEN FLD (BOI)	HS 1	Pilots departing Rwy 10L often miss the left turn on Twy W and continue taxi on Twy J. Do not mistake Rwy 10L apch sign for Rwy 10L entrance.
HAILEY		
FRIEDMAN MEM (SUN)	HS 1	Possible confusion between ramp and Twy B due to large paved area. ATC clearance is needed to enter movement area.
IDAHO FALLS		
IDAHO FALLS RGNL (IDA)	HS 1	Pilots should use caution and look carefully for rwy hold line when using Twy C. Rwy 17-35 does not have rwy edge markings and can be mistaken for a twy.
	HS 2	Acft departing Rwy 20 often miss left turn on A1 and taxi past A1 entrance. Do not mistake Rwy 20 apch hold line on Twy A for entrance to Rwy 20.
	HS 3	Do not cross hold line for Rwy 17 without authorization.
	HS 4	Pilots often line up for Rwy 17 when cleared to land Rwy 20. Rwy 20 and Rwy 17 apch ends in close proximity. Check rwy alignment.
LEWISTON		
LEWISTON-NEZ PERCE CO (LWS)	HS 1	Twy C and Twy G intersection close proximity to Rwy 12-30.
	HS 2	Multiple hold lines in close proximity between the rwys. Pilots instructed to hold short of Rwy 30 on Twy G sometimes miss the first hold line.
TWIN FALLS		
JOSLIN FLD - MAGIC VALLEY RGNL (TWF)	HS 1	No signage for Twy A visible from FBO ramp. Left turn required to reach Twy A. Pilots sometimes enter Rwy 12-30 at Twy K when looking for Twy A.
MONTANA		
BILLINGS		
BILLINGS LOGAN INTL (BIL)	HS 1	Twy H crosses Rwy 07 protected area. Do not proceed across Rwy 07 without an ATCT clearance.
	HS 2	Complex intersection of Twy A, Twy C, ramp, and Rwy 10L-28R. Large non-movement area south of Twy A.
BOZEMAN		
BOZEMAN YELLOWSTONE INTL (BZN)	HS 1	Pilots taxiing via Twy A to Rwy 30 for departure sometimes fail to hold short of Rwy 03-21.
BUTTE		
BERT MOONEY (BTM)	HS 1	Rstd visibility between Rwy 33 and Rwy 30. Acft departing/lbg may not see t/c on intersecting rwy.
GREAT FALLS		
GREAT FALLS INTL (GTF)	HS 1	Acft departing Rwy 21 often miss left turn at Twy A1. There is no rwy access beyond Twy A1.
	HS 2	Twy A3 aligned with Rwy 25. Acft departing Rwy 21 at Twy A3 must verify heading prior to t/c due to wrong rwy departure risk.

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OREGON		
EUGENE MAHLON SWEET FLD (EUG)	HS 1	Acft taxiing to Rwy 34L often miss right turn at Twy A8 or Twy A9. Do not mistake Rwy 34L apch hold sign on Twy A south of Twy A9 for rwy entrance.
NORTH BEND SOUTHWEST OREGON RGNL (OTH)	HS 1	Twy C crosses the north end of Rwy 13–31. Pilots have mistaken the rwy as part of the twy and taxied onto Rwy 13–31 without clearance.
PENDLETON EASTERN OREGON RGNL AT PENDLETON (PDT)	HS 1	The hold line for Rwy 29 extends across a portion of the ramp and is approximately 360' long. The signs are difficult to see from some spots on the ramp.
PORTLAND PORTLAND INTL (PDX)	HS 1	Limited wing-tip clearance at twy convergence point. Pilots taxiing eastbound on Twy B should hold at the twy holding position marking when directed by ATC.
	HS 2	Hold line for Rwy 03–21 is on Twy K. Pilots should be prepared to hold short of Rwy 21 on Twy K unless an authorization to cross has been issued by ATC.
PORTLAND PORTLAND–HILLSBORO (HIO)	HS 1	Acft exiting Rwy 13R–31L at Twy A6 have only 90' of clnc between Twy A cntrln and holding posn markings.
	HS 2	Pilots taxiing from the Rwy 31L run-up area via Twy A8 to Rwy 31L for dep sometimes fail to hold short of Rwy 13R–31L.
REDMOND ROBERTS FLD (RDM)	HS 1	Pilots eastbound on Twy G sometimes miss the turn onto Twy F and cross the Rwy 04–22 hold line.
	HS 2	Pilots eastbound on Twy C sometimes miss the turn onto Twy F and cross the Rwy 04–22 hold line.
WASHINGTON		
EVERETT SNOHOMISH CO (PAINE FLD) (PAE)	HS 1	Pilots holding short of Rwy 11–29 at Twy A5 or Twy A6 should use caution to stop prior to the rwy holding position marking. Rwy hold position signs are located 230' to the right and 350' to the left of the Twy A5 centerline and may be difficult to locate.
	HS 2	Rwy 29 thld in close proximity to ramp areas.
	HS 3	Twy A between Twy A9 and Twy A10 not visible from ATCT.
MOSES LAKE GRANT CO INTL (MWH)	HS 1	Unusual hold line location on Twy C, 1568' short of Rwy 18 Thld.
	HS 2	Rwy 09–27 clsd except mil ops. Rwy 09–27 has no rwy markings and NSTD rwy lgts.
OLYMPIA OLYMPIA RGNL (OLM)	HS 1	No rwy holding position signs for Rwy 8–26 on Rwy 17–35.
PASCO TRI-CITIES (PSC)	HS 1	Pilots Idg Rwy 30 should listen carefully to ATCT instructions and be prepared to exit onto Rwy 03R–21L or Rwy 03L–21R. Pilots often exit at the wrong rwy as directions signs are not avbl.
	HS 2	Pilots sometimes cross Rwy 21L without authorization. When twr is opr, ATC clearance is required to enter or cross rwy.
SEATTLE BOEING FLD/KING CO INTL (BFI)	HS 1	Twy Z restricted access area.
	HS 2	Rwy 13R–31L and Twy A9. Wrong rwy departure risk.

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SEATTLE		
SEATTLE-TACOMA INTL (SEA)	HS 1	Acft Idg Rwy 34C and exiting Twy H who turn right on Twy J must clear the Rwy 34C hold bar completely, while using vigilance not to cross the hold bar for Rwy 34R (34C-34R hold bar separation distance 189').
	HS 2	Acft taxiing to Rwy 34C at Twy Q for departure sometimes enter Rwy 34R without authorization after reading back hold short instructions. Rwy 34R hold position is only 275' from the ramp and movement area boundary.
	HS 3	Acft exiting Rwy 34C at Twy F sometimes enter Rwy 34R without authorization, taxi distance is very short and pilots should use caution to stop at hold line unless authorized to cross the rwy.
SPOKANE		
FELTS FLD (SFF)	HS 1	Complex intersection of Twy A, Twy B, Twy C and ramp. Rwy 04R APCH hold line in close proximity to ramp on Twy C.
WALLA WALLA		
WALLA WALLA RGNL (ALW)	HS 1	Wrong rwy departure risks exist when departing Rwy 20 or Rwy 25.
	HS 2	Pilots sometimes taxi past Twy A onto Rwy 02-20 without permission. Twy A runs on north edge of ramp prior to Twy B entrance to Rwy 02-20.
YAKIMA		
YAKIMA AIR TERMINAL/MCALLISTER FLD (YKM)	HS 1	Twy C, Twy B, and Rwy 22 complex intersection. Rwy hold lines are at an unusual distance from rwy edge, rwy markings not easily visible from hold line.
WYOMING		
CASPER		
CASPER/NATRONA CO INTL (CPR)	HS 1	Pilots sometimes taxi past Twy A onto Rwy 03-21 without authorization. Twy A on edge of ramp with no signage, and Twy A5 has direct access to Rwy from ramp.
CHEYENNE		
CHEYENNE RGNL/JERRY OLSON FLD (CYS)	HS 1	Confusing twy configuration. Twy A transitions to Twy B and back to Twy A when taxiing to and from Rwy 13-31.
JACKSON		
JACKSON HOLE (JAC)	HS 1	There is no "Twy Edge" marking or lighting on East side of Twy A adjacent to De-ice Pad between Twy A2-Twy A4. Existing lighting is misleading to pilots.
	HS 2	Pilots Idg Rwy 19 fail to stop and have a tendency to taxi into blast pad.